OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312
Columbus, Ohio 43215
(614) 466-0880

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90 CB625

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME Village of Mariemont
STREET 6907 Wooster Pike
Mariemont, OH 45227
CITY/ZIP

PROJECT NAME Plainville Road Storm Sewer
PROJECT TYPE Storm Water
TOTAL COST $ 94,000.

DISTRICT NUMBER 2
COUNTY Hamilton

PROJECT LOCATION ZIP CODE 45227

92 FEB 28 PM 2:54

92 OCT 1 PM 12:50

DISTRICT FUNDING RECOMMENDATION
To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: $ 75,200.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation
- [X] Grant
- [ ] Loan
- [ ] Loan Assistance

- [ ] State Issue 2 Small Government Fund
- [ ] State Issue 2 Emergency Funds
- [ ] Local Transportation Improvement Fund

FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____ OPWC FUNDING AMOUNT: $_____

1.0 APPLICANT INFORMATION

1.1	CHIEF EXECUTIVE OFFICER	Donald L. Shanks
	TITLE	Village Mayor
	STREET	6907 Wooster Pike
	CITY/ZIP	Mariemont, OH 45227
	PHONE	(513) 271 - 3246
	FAX	(513) 271 - 1655
1.2	CHIEF FINANCIAL OFFICER	Patty Shuster
	TITLE	Village Treasurer
	STREET	6907 Wooster Pike
	CITY/ZIP	Mariemont, OH 45227
	PHONE	(513) 271 - 3246
	FAX	(513) 271 - 1655
1.3	PROJECT MGR	Brian Pickering, P.E.
	TITLE	Village Engineer
	STREET	6907 Wooster Pike
	CITY/ZIP	Mariemont, OH 45227
	PHONE	(513) 271 - 3246
	FAX	(513) 271 - 1655

1.4	PROJECT CONTACT	Brian Pickering, P.E.
	TITLE	Village Engineer
	STREET	6907 Wooster Pike
	CITY/ZIP	Mariemont, OH 45227
	PHONE	(513) 271 - 3246
	FAX	(513) 271 - 1655
1.5	DISTRICT LIAISON	Mr. Joseph D. Cottrill
	TITLE	District 2 Liason Officer
	STREET	Hamilton County Engineers Office 138 E. Court Street, Rm. 700
	CITY/ZIP	Cincinnati, OH 45202
	PHONE	(513) 632 - 8540
	FAX	(513) 723 - 9748

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** Plainville Road Storm Sewer

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**

A. **SPECIFIC LOCATION:** Plainville Road - 55' west of west curbline, 256' north of north curb line of Wooster Pike (S. R. 50). See attached location plan.

B. **PROJECT COMPONENTS:** The project consists of extending an existing 66" diameter storm sewer 112' westof the existing headwall, filling over the proposed pipe, constructing a new headwall and other minor items of work.

C. **PHYSICAL DIMENSIONS/CHARACTERISTICS:**

Size: 66" diameter pipe to match existing

Length: 112'

D. **DESIGN SERVICE CAPACITY:**

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

The proposed project is an extension of an existing 66" diameter storm sewer. The capacity of the storm water system will not be affected.

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

We anticipate that approximately 6 full time jobs will be necessary to construct the project over a 60-day period.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	$
	2. Final Design	$
	3. Construction Supervision	$
b)	Acquisition Expenses	
	1. Land	$ N/A
	2. Right-of-Way	$ N/A
c)	Construction Costs	$ 84,000.
d)	Equipment Costs	$
e)	Other Direct Expenses	$
f)	Contingencies	$ 10,000.
g)	**TOTAL ESTIMATED COSTS**	$ 94,000.

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

		Dollars	%
a)	Local In-Kind Contributions *	$	
b)	Local Public Revenues	$ 18,800.	20
c)	Local Private Revenues	$	
d)	Other Public Revenues		
	1. ODOT	$	
	2. FMHA	$	
	3. OEPA	$	
	4. OWDA	$	
	5. CDBG	$	
	6. Other _____	$	
e)	OPWC Funds		
	1. Grant	$ 75,200.	80
	2. Loan	$	
	3. Loan Assistance	$	
f)	**TOTAL FINANCIAL RESOURCES**	$ 94,000.	100

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of <u>all</u> local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section <u>3.2(d)</u>, the following information <u>must be attached to this project application</u>:

1) The date funds are available;
2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

See attached certified copy of applicant authorizing the Village Mayor to submit this application.

3.4 PREPAID ITEMS

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, finc design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project paid prior to receipt of fully executed Project Agreement fror OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid cost: accompanied by Project Manager's Certification (see section 1.4)

IMPORTANT: Verification of all prepaid items shall be attached to this project applicatior

	COST ITEM	RESOURCE CATEGORY	COST
1)			$
2)			$
3)			$

TOTAL OF PREPAID ITEMS $ N/A

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 94,000.00	100 %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	$ 75,200.00	80
TOTAL PORTION OF PROJECT NEW/EXPANSION	$	%
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	$	

4.0 PROJECT SCHEDULE

		ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1	ENGR. DESIGN	7 / 1 / 92	2 / 1 / 93
4.2	BID PROCESS	5 / 15 / 93	6 / 15 / 93
4.3	CONSTRUCTION	6 / 30 / 93	12 / 1 / 93

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Donald L. Shanks, Mayor of the Village of Mariemont

Certifying Representative (Type Name and Title)

Donald L. Shanks September 21, 1992

Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

X		A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.
X		A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
X		A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.
X		A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.
	YES	A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).
X	N/A	
	YES	Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this
X	N/A	application.

Village of Mariemont

6907 WOOSTER PIKE

MARIEMONT, OHIO 45227

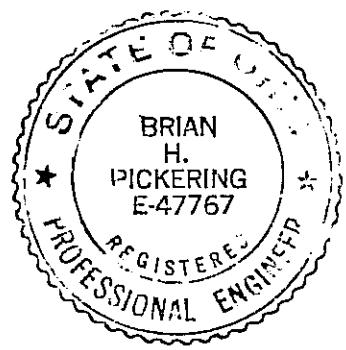
(513) 271-3246

September 20, 1992

Subject: Plainville Road Storm Sewer
Engineer's Estimate of Useful Life of Issue III OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the useful life of the subject storm sewer project is at least twenty (20) years.

Brian H. Pickering, P.E.
Village Engineer
Village of Mariemont



ENGINEERS ESTIMATE FOR PLAINVILLE ROAD STORM SEWER PROJECT

REF. NO.	SPEC. NO.	DESCRIPTION	ESTIMATED QUANTITY	LABOR & MATERIAL	TOTAL
1	201	Clearing and Grubbing	1 Lump Sum	5,200.00	5,200
2	201	Trees Removed	4 Each	415.00	1,660
3	202	Stone Headwall Removed	1 Lump Sum	2,380.00	2,380
4	202	Concrete Pavement Removed	72 Sq. Yd.	15.00	1,080
5	203	Embankment	1,200 Cu. Yd.	15.00	18,000
6	601	Dumped Rock Fill, Type A	35 Cu. Yd.	52.00	1,820
7	601	Woven Plastic Filter Cloth	400 Sq. Yd.	2.75	1,100
8	603	Granular Bedding Material	40 Cu. Yd.	37.00	1,480
9	603	66" Conduit, Type B	112 Lin. Ft.	275.00	30,800
10	667	Seeding, Mulching and Jute Matting	900 Sq. Yd.	5.00	4,500
11	Spec.	Reset Ex. Chain Link Fence	1 Lump Sum	1,250.00	1,250
12	Spec.	Concrete Collar	1 Each	2,400.00	2,400
13	Spec.	Headwall	23 Cu. Yd.	310.00	7,130
14	Spec.	Ex. Bridge Erosion Improvements	1 Lump Sum	2,600.00	2,600
15	Spec.	Ex. Headwall Erosion Improvements	1 Lump Sum	2,600.00	2,600

UNOFFICIAL TOTAL CONTRACT ITEMS $ 84,000

CONTINGENCIES $ 10,000

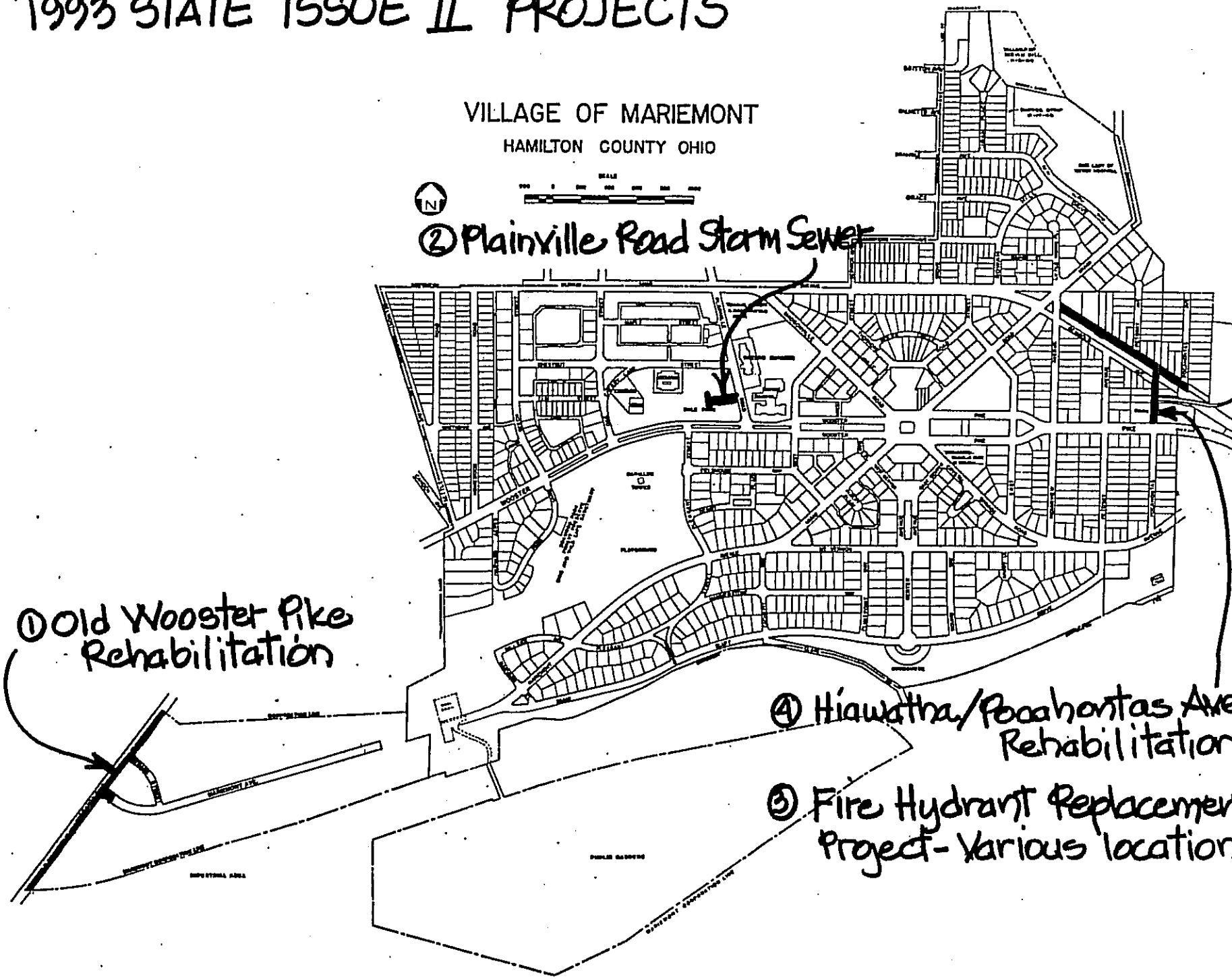
TOTAL CONSTRUCTION COST $ 94,000

Brian Pickering

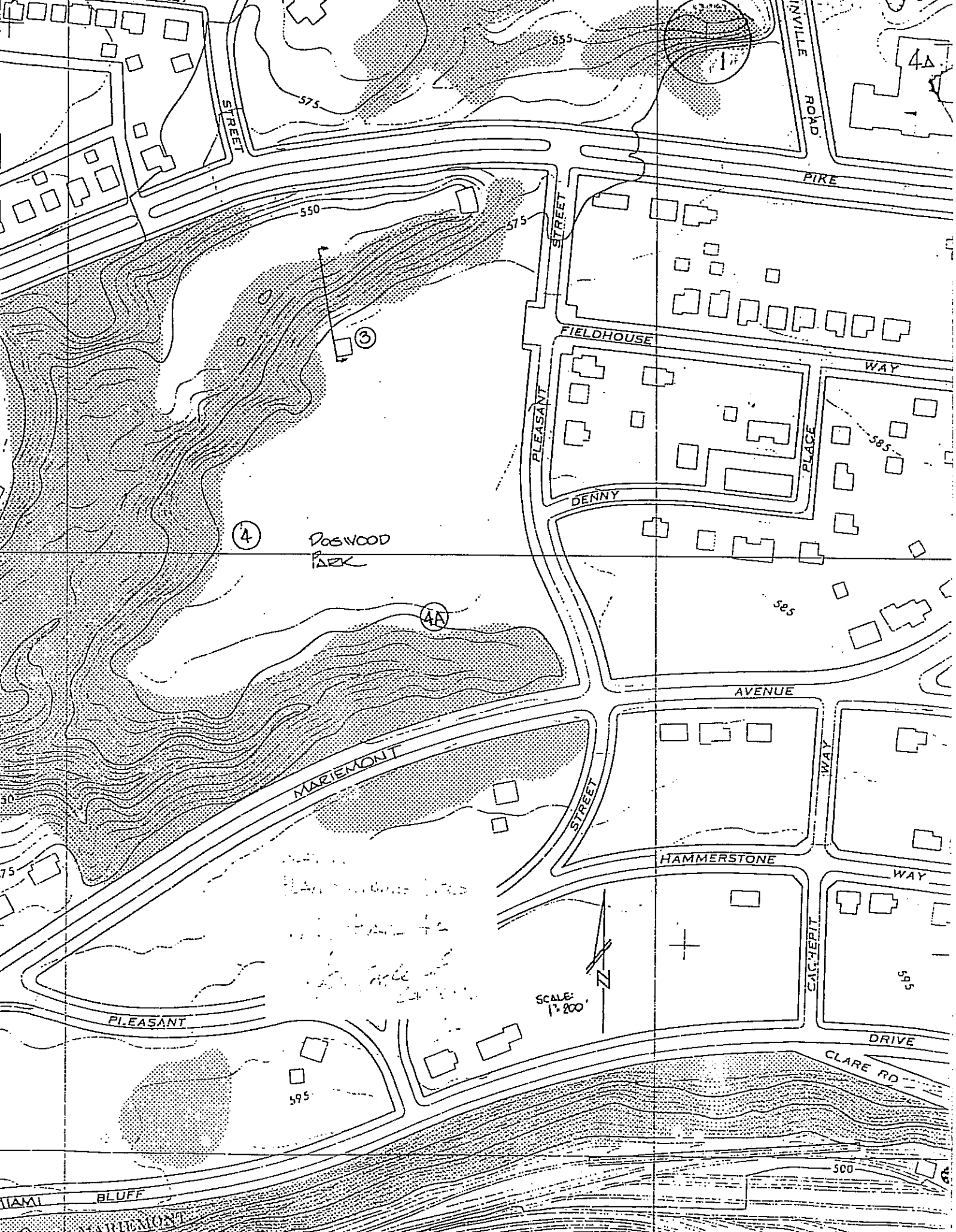
Brian Pickering, P.E.
Village Engineer

STATE OF OHIO
BRIAN H. PICKERING
E-47767
REGISTERED
PROFESSIONAL ENGINEER

1993 STATE ISSUE II PROJECTS



LOCATION PLAN


STREET
575
555
ROAD
4A
PIKE
550
575
STREET
3
FIELDHOUSE
WAY
PLEASANT
PLACE
585
DENNY
4
DOGWOOD
PARK
4A
585
AVENUE
MARIEMONT
STREET
WAY
HAMMERSTONE
WAY
SCALE:
1" = 200'
CACHEPIT
595
PLEASANT
DRIVE
CLARE RD
595
500
BLUFF
MARIEMONT

Village of Mariemont

6907 WOOSTER PIKE

MARIEMONT, OHIO 45227

(513) 271-3246

AUTHORIZATION TO SUBMIT APPLICATION

AND TO EXECUTE CONTRACT

If this application is selected and approved the funds would be provided from Village Capital Improvement Funds. These funds are available after January 1, 1993 and after the Village Council passes the necessary legislation for funding.

Signature: Donald R. Shanks Date: 9-30-92

Title: Mayor

Telephone: (513) 271-3246

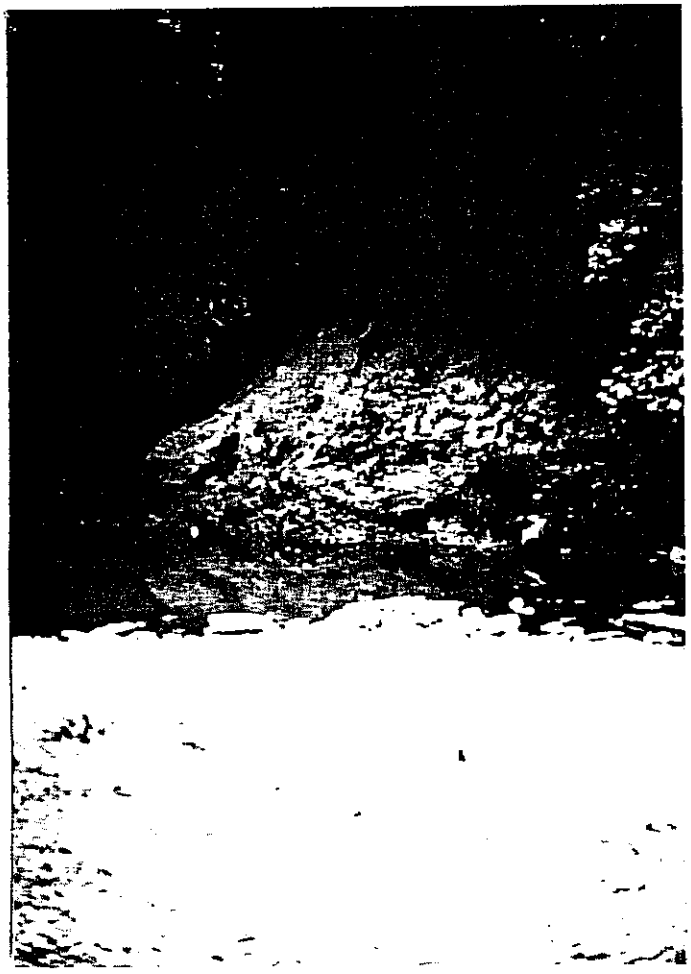
September 20, 1992

Hillside erosion @ headwall

Hillside erosion downstream from headwall

Plainville Road Storm Sewer

Hillside erosion @ headwall



Hillside erosion @ headwall

Plainville Road Storm Sewer

THE H. C. NUTTING COMPANY

GEOTECHNICAL, GEO-ENVIRONMENTAL AND TESTING ENGINEERS
SINCE 1921

CORPORATE CENTER
4120 AIRPORT ROAD
CINCINNATI, OHIO 45226
(513) 321-5816

February 20, 1989

Order No. 00392.015 bj

Village of Mariemont, Ohio
6907 Wooster Pike
Cincinnati, Ohio 45227

Attn: Mr. Brian Pickering, P.E.
Village Engineer

Re: Erosion Study
Village of Mariemont
Mariemont, Ohio

Gentlemen:

In accordance with the request of Mr. Brian Pickering, Village Engineer, we have performed a study of local erosion problem areas in the Village of Mariemont. This work was performed in general accordance with our proposal dated October 27, 1988. We were authorized to proceed with this investigation by Mr. Pickering by letter of November 28, 1988.

The purpose of this study was to review existing site conditions at five general locations as detailed in Mr. Pickering's memorandum dated September 21, 1988. We were to observe these areas and, based on our observations, provide recommendations for erosion control. We used previous investigations performed by the Nutting Company to define subsurface conditions in the general study area as well as available geologic literature in this area. No soil borings were made in this study. This report describes our observations and presents general recommendations for erosion control at each of the areas studied. We will break this report into six sections which describe our observations and

present general recommendations for remedial work at specific areas.

SITE 1 - PLAINVILLE ROAD STORM SEWER

A 66" diameter concrete storm sewer crosses beneath Plainville Road and directs storm water to an existing creek west of Plainville Road. A concrete apron extends approximately 23 ft. west of the stone headwall. Based on the observed erosion, it is expected that high velocity storm water flow occurs during flash flood conditions. Significant erosion has occurred on the south creek bank. The slopes are near vertical in the lower 10 to 12 ft. and then slope to the crown of the hillside on an approximately 1.5H:1V slope (visual estimate).

The soil near the crown of the slope consists of a firm glacial sandy lean clay with gravel to a firm silt with gravel. The lower portion of the slope consists of a fine to medium sand with variable amounts of silt and gravel. The deposit is finer grained, has a greater silt content and less gravel in the lower 6 ft. The erosion at the toe of the slope has undermined and killed some of the trees.

Visually, erosion has not caused a stability problem at this time. The top of the hillside was walked by the writer, looking for evidence of active hillside movement. No tension cracks were observed south of the crown of the slope. The closest portion of the Dale Park statue is approximately 25 ft. south of the crown of the slope.

The soils encountered in the lower elevations of the south creek bank slope are considered to be easily eroded. It is expected

that these soils were eroded during flash flood conditions and will continue to erode with time. It is our opinion that some type of remedial erosion protection is needed within the next few years to arrest loss of soil at the toe of the slope. Action may be needed sooner to save the trees on the hillside.

Listed below are several options which we would consider feasible remedial action.

A. Extending the culvert approximately 150 ft. west.

B. Constructing a mass gravity-type retaining wall/erosion barrier along the south wall of the creek bank.

C. Construct a Keystone faced geo-grid reinforced embankment for erosion control.

We would expect the most cost-effective, aesthetic solution would be to extend the culvert pipe approximately 100 ft. west and place fill above the pipe in order to restore support for the trees currently in jeopardy. This would extend the outfall to an area where grades south of the new outfall are at a lower elevation. We would recommend slightly skewing the new pipe to the north to straighten the creek and to direct flow away from the south creek bank. This option would require a considerable amount of fill but it would improve the appearance of the area and avoid a retaining wall. It is recommended that the outfall structure be designed with wing walls to better channel and direct the flow, especially during flash flooding. Also, it is recommended that the apron which is constructed west of the outfall consist of either grouted riprap or have some type of velocity dissipator cast in the slab. This is recommended to

reduce the energy of the water flowing out of the culvert and thus minimize the erosion potential.

A second option would be to consider either gabions or the mass, waste concrete blocks that are available from local concrete suppliers to act as a gravity type retaining wall and erosion armor. These mass concrete blocks have successfully been used for similar erosion problems along Clough Creek at State Road in Anderson Township. The gabions or concrete blocks would protect the slope against erosion and would allow fill to be placed to return support for tree growth. Though this would most likely be the least costly option, the major drawback to this approach would be aesthetic.

A third option could consist of a geo-grid reinforced retaining wall which is faced with Keystone units. The toe of the existing slope is approximately 18 ft. south of the centerline of the storm sewer pipe. Thus, a wall facing and geo-grid reinforced fill could be placed which would protect the natural soils, restore support to the large trees that have been undermined and serve as armor against future high velocity water. This wall would need to be designed (for stability and erosion protection) and a deep footing/cutoff wall used for scour protection. We have attached some literature on the Keystone retaining wall system for your review.

It is our opinion that erosion will continue to occur at the south creek bank due to the silty fine-grained soils which exist at the toe of the slope. If it is is decided to pursue one of the above remedial actions, detailed survey cross-sections will be needed (on 25 to 50 ft. centers) as well as storm sewer flow data, if available.

We also walked the remaining portion of the creek north of Wooster Pike and offer the following comments on erosion control.

1. Erosion is occurring on the upslope side of the pedestrian bridge, particularly on the south bank. It is needed to fill areas which have been eroded to better direct the water flow into the bridge. It is important to control the flow upgradient of the bridge, either using a paved approach or some other method to channel the flow into the bridge. Also, there is a need to fill areas behind the bridge abutments to minimize erosion or avoid erosion from eddy currents.

2. A similar type of fill is needed at the headwall of the Wooster culvert. Again, the goal is to control the flow upgradient of the culvert to direct water into the pipe. It is also needed to place backfill behind and on top of the headwall to minimize surface erosion and undermining of this headwall.

3. We would recommend contacting representatives of the City of Cincinnati or the Hamilton County Forestry Department for their recommendations on saving the live trees on the steep south creek bank.

SITE 2 - MT. VERNON AT POCAHONTAS

Erosion control work was performed in this area in 1983. This area was reviewed with respect to this construction and other on-going erosion problems.

CLOSING REMARKS

As requested, we have listed the above discussed items in order of priority for repairs:

1. Plainville storm sewer and repairs to headwalls and the foot bridge.

2. Mt. Vernon erosion repair and vegetation over 27" diameter storm sewer.

3. Evaluation of concrete retaining wall spalling.

4. Erosion control along railroad access road.

5. Emery Bell Tower shallow retaining walls.

6. Dogwood Park erosion problems.

7. Erosion of outfall structures south of Mt. Vernon and west of 27" storm sewer.

8. Erosion at 15" diameter pipe east of railroad access road and south of Miami Bluff Road.

We would be happy to discuss our reasons for this priority listing.

It is our opinion that the Village should continue to allow residents along Miami Bluff Drive to dispose of grass clippings, leaves and other organic matter on the hillside. We recommend that soil, garbage and other matter weighing more than 50 lbs.

ADDITIONAL SUPPORT INFORMATION

For Fiscal Year 1994 (July 1, 1993 through June 30, 1994), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor __x__

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

The outfall of the existing 66" diameter storm sewer has severely eroded the south hillside west of the existing outfall. The erosion has killed several mature trees and is beginning to impact the stability of the hillside, and the Park located directly above the creek and hillside. A majority of this storm sewer was constructed 65 years ago.

2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1993) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

3 [redacted]/(months) (Circle one)

Are preliminary plans or engineering completed? (Yes) No
The preliminary plans were submitted with the 1991 Application.
Are detailed construction plans completed? Yes (No)

Are all right-of-way and easements acquired? Yes No (N/A)

Are all utility coordinations completed? Yes No (N/A)

Give an estimate of time, in weeks or months, to complete any item above not yet completed. 3 [redacted]/months

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

The project will prevent a possible future landslide that would impact a Village Park. The existing slope south of the existing creek are not safe for children to play on. (An elementary school is located across Plainville Road.)

4) What type of funds are to be utilized for the local share for this project?

Federal _____ ODOT _____ Local __X__

MRF _____ ODNR _____ CD _____

Other _____

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1992 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

__20__ %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban __X__

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

6000=1500 residents in Mariemont, Indian Hill, Columbia Township and City of Cinti

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164? (This must be included with the application to be considered for funding.)

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

This storm sewer serves approximately 2/3 of the Village of Mariemont as well as portions of Indian Hill, Columbia Township and the City of Cincinnati. See attached map for approximate drainage boundaries.

STATE ISSUE 2 PROGRAM - ROUND 6

LTIP PROGRAM - ROUND 5

FISCAL YEAR 1994 PROJECT SELECTION CRITERIA - JULY 1, 1993 TO JUNE 30, 199

ADOPTED BY THE DISTRICT 2 INTEGRATING COMMITTEE JULY 17, 1992

AMENDED BY THE DISTRICT 2 INTEGRATING COMMITTEE SEPTEMBER 18, 1992

JURISDICTION/AGENCY: MARIEMONT

NAME OF PROJECT: MAR94004-3A PLAINVILLE STORM SEWER

TOTAL POINTS FOR THIS PROJECT: 43

NO. POINTS

5 / 10

1) If Issue 2/LTIP Funds are granted, when would the construction contract be awarded? (The Support Staff will assign points based on engineering experience.)

10 Points - Will be under contract by end of 1993

5 Points - Will be under contract by March 30, 1994

0 Points - Will not be under contract by March 30, 1994

16 (POOR)

2) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

20 Points - Poor Condition
16 Points -
12 Points - Fair to Poor Condition
8 Points -
4 Points - Fair Condition

NOTE: If the infrastructure is in "good" or better condition it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

4/2 3) If the project is built, what will be its effect on the facility's serviceability?

C+ IS REDUCED - PIPE SMOOTHER THAN CHANNEL

10 Points - Significant effect (e.g., widen to and add lanes along entire project)
8 Points - Moderate to significant effect
6 Points - Moderate effect (e.g., widen exist. lanes)
4 Points - Moderate to little effect
2 Points - Little or no effect (e.g., street or bridge deck rehabilitation)

6 4) How important is the project to HEALTH, SAFETY, AND WELFARE of the public and the citizens of the District and/or service area?

SERVES PART OF A STORM SEWER SYSTEM.

10 Points - Highly significant importance, with substantial impact on all 3 factors
8 Points - Considerably significant importance, with substantial impact on 2 factors OR noticeable impact on all 3 factors
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors
4 Points - Minimal importance, with noticeable impact on 1 factor
2 Points - No measurable impact

_____ 5) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

2 6) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

0 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.

5 Points - Complete or significant ban
3 Points - Partial or moderate ban
0 Points - No ban of any kind

1 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served when converted to a measurement of persons. Public transi users are permitted to be counted for roads and bridges, b only when certifiable ridership figures are provided.

5 Points - 10,000 or more
4 Points - 7,500 to 9,999
3 Points - 5,000 to 7,499
2 Points - 2,500 to 4,999
1 Point - 2,499 and under

3 9) Does the infrastructure have REGIONAL impact? Consider origins and destinations of traffic, functional classification, size of service area, number of jurisdictions served, etc.

SERVES PART OF A SYSTEM

5 Points - Major impact (e.g., major multi-jurisdictional route, primary feed route to an Interstate, Federal - Aid Primary routes)
4 Points -
3 Points - Moderate impact (e.g., principal thoroughfares, Federal - Aid Urban routes)
2 Points -
1 Point - Minimal or no impact (e.g., cul-de-sacs, subdivision streets)

0 10) Has the jurisdiction enacted the optional $5 license plat fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure?

2 Points - Two of the above
1 Point - One of the above
0 Points - None of the above

ADDENDUM TO THE RATING SYSTEM
DEFINITIONS

CRITERION 2 - CONDITION

Poor - Condition is dangerous, unsafe or unusable

Fair to Poor - Condition is inadequate or substandard

Fair - Condition is average, not good or poor

CRITERION 5 - ECONOMIC HEALTH

The following factors are used to determine economic health:

1) Median per capita income

2) Per capita assessed valuation of the total community real estate and personal property

3) Poverty indicators

4) Effective tax rates

5) Total corporate debt as a percentage of assessed valuation

6) Municipal revenues and expenditures per capita

CRITERION 9 - REGIONAL IMPACT

Major impact -	Primary water or sewer main serving an entire system
Moderate impact -	Waterline or storm sewer serving only part of a system
Minimal impact -	Individual waterline or storm sewer not part of a system